

# WEATHER FORECAST.

Fair to-day; to-morrow partly cloudy.  
Highest temperature yesterday, 86; lowest, 71.  
Detailed weather reports on editorial page.

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PRICE TWO CENTS.

## NC-4 MAKES FERROL, SPAIN; ALIGHTS ONCE ON THE WAY; OFF ON FINAL LAP TO-DAY

Naval Aviator Compelled to Descend When 100 Miles From Lisbon.

THEN WAITS FOR TIDE

Rests in Mondego Bay, but Does Not Reveal Cause of Mishap.

READY TO CROSS BISCAY

Expects to Soar Over English Channel and to Plymouth This Morning.

LONDON, May 30.—Trouble brought the naval seaplane NC-4 down to the water to-day on the final stretch of her transatlantic flight from Lisbon to Plymouth, England. But, as usual, Lieutenant-Commander Read and his crew got their seaplane out of trouble and into the air again themselves. She descended for the night at Ferrol, on the northern coast of Spain, and will fly across the Bay of Biscay and English Channel to Plymouth to-morrow.

The NC-4 after a two day rest at Lisbon started at 5:24 this morning, Greenwich time, for Plymouth, weighted by the decorations conferred upon her crew by the hospitable Portuguese. Her four engines seemed to be in fine shape when tested out on the water. Skirting the Portuguese coast she started northward, at first cutting up the 775 nautical miles that separated her from her destination with her usual speed. Apparently very soon on that northward, at first cutting up the 775 sky something went wrong with the weather or one or two of the temperamental engines. The trouble was too bad to be fixed by Lieut. J. L. Reese, Jr., and Chief Mechanist's Mate E. S. Rhodes while in the air.

Passed Second Station Ship.

The NC-4 at less than usual speed had roared by two of the destroyers stationed at intervals along the Portuguese coast before rumors of trouble began to fill the air, flashed by the radio of the station ship. Originally it had not been planned to have destroyers stationed anywhere but on the long jump across the Bay of Biscay; but later the plans of the navy were changed to provide safeguarding destroyers along the first part of the journey, skirting the Portuguese and Spanish coasts.

Station A, somewhere north of Lisbon, was passed at 8 o'clock in the morning, and an hour and twenty minutes later another flash announcing that she had hummed by station ship B was sent out. Throughout nearby European waters the flashes were picked up by craft of all nations, British, French, Spanish and Portuguese, all deeply interested in the flight of the seaplane, for she is half boat as well as half plane, and mariners everywhere are watching her progress closely.

Flew at 2,000 Feet.

At the time she passed station B she was flying at an altitude of 2,000 feet. It was predicted then that she would cross the great Bay of Biscay, and sight Ceuta and Light, on the westernmost extremity of the island of Brittany, France, in quick time.

After passing destroyer B, however, the air became silent. No radio messages of further progress were snapped out by any craft in those populous waters. Then came a wireless from the destroyer Rathbun saying:

"Have not sighted NC-4. Am searching southward of station B."

Apparently the Rathbun had not heard the radio announcing the passing of station B. Then, probably in answer, the destroyer Woolsey, which is station ship C, flashed out for the benefit of all the destroyers tending in the Bay of Biscay:

"Maintain station. NC-4 on her way."

The next message solved the riddle of the missing seaplane for all the listening ships, and, indeed, all the listening nations of Europe. It was from Lieutenant-Commander Read himself and read:

"NC-4 at Mondego River. Must await high tide. Seaplane cannot make Plymouth. Request destroyers to keep station. What is best port to land seaplane within 300 miles?"

Speculating as to Cause.

This message, without any indication of time, was picked up by the United States auxiliary Bridgport, which was swinging at anchor in Brest Harbor, at 12:30 P. M. This was taken to indicate, together with the time at which the NC plane had passed the two destroyers, that one of two things had happened to the NC-4. One was that, high in the air, the light south wind on the surface developed into a breeze which kept the NC-4 back, or that one or more of her motors had failed, slowing her far below her usual speed. Otherwise she would be far beyond her landing place at the Mondego River, only about 100 miles north of Lisbon.

The reference to high tide was puzzling, for apparently the NC-4 had run aground or she was in danger of doing so. As she draws only about forty-one inches this was regarded as peculiar, for the Mondego is a navigable river. It

### NC-4's Troubled Flight From Lisbon.



Solid line shows course from Lisbon to Mondego River where Lieutenant-Commander Read was forced to descend. Double line indicates course to Ferrol, where the second landing was made. Broken line shows route to Plymouth.

## STRIKE CALL IN TORONTO FAILS

Fewer Than 2,000 in Trades Affected Quit While 19,000 Remain.

MORE UNIONS TO VOTE

Street Railway Men Still Undecided—General Walk-out Opposed.

Special Despatch to The Sun.

TORONTO, May 30.—The response to the general strike order issued by the unions committee of fifteen effective at 10 o'clock this morning was so disappointing as to preclude an early collapse of the sympathetic movement in aid of the metal trades workers, who have been out on strike for the last three weeks for a forty-four hour week and the right of collective bargaining. Fewer than 2,000 unionists exclusive of those already out answered to-day's call, more than 19,000 of the men in the trades affected by the order remaining at work.

This, however, is by no means conclusive as a number of the larger unions will hold meetings to-morrow night, at which decisive action may be taken. Included in the list is the street railway men's union comprising 2,200 workers, and should they decide to join in the sympathetic effort their defection would badly cripple the business life of the city.

The railwaymen's agreement with the general feeling of the men seems to be against any participation in a general strike. The opinion of the men was fairly well epitomized by the secretary of the union, who said:

"It is my opinion that the entire matter should be referred to a board of arbitration. There is too much to be gained by allowing the strike to grow, and every good, honest labor man should give this fact their best thought."

Much sympathy was alienated from the unions when their representatives rejected the offer of the metal trades employers to submit to arbitration the question of hours conferring a weaker work and the right of collective bargaining. This compromise was reached at a conference held at Ottawa with Premier Borden, and it is stated its acceptance would have been agreeable to the men of the metal trades on strike. The union's committee of fifteen, to whom was delegated the power to call a general strike at a mass meeting of union men held the previous week, refused to consider the proposal, holding out for nothing short of the granting of all the demands made.

This committee, it is held, is made up of the "reds" or extreme socialists, appointed at a meeting not fairly representative of the unions affected by the general strike order. For this reason many of the labor men have decided to disregard the action taken. None of the

Continued on Fifth Page.

## SMITH RESIGNS U. S. RAIL POST

Will Resume His Old Office as President of New York Central.

HINES PRAISES HIS WORK

A. D. Hardin Is Appointed Regional Director of Eastern Railroads.

Special Despatch to The Sun.

WASHINGTON, May 30.—A. H. Smith, who has been Regional Director of the Eastern railroads with headquarters in New York since Government control was inaugurated, has resigned to resume his old post as president of the New York Central Railroad.

Director-General Hines to-day announced the acceptance of Mr. Smith's resignation to become effective to-morrow, and the appointment of A. D. Hardin, Assistant Regional Director of the Eastern region, as Regional Director to succeed Mr. Smith. Mr. Hardin was Mr. Smith's assistant on the New York Central line and they have been closely associated in the operation of the Eastern regional lines.

Mr. Smith tendered his resignation in the following letter dated May 27:

"On December 28, 1917, I was called upon by the Government to take charge of the operation of a portion of the railroads in the Eastern district of the United States. We were at war. The emergency was great and the conditions were serious. I felt it my duty to respond. Now that the emergency has passed and a formal declaration of peace appears to be probable in the not distant future I feel that I should be relieved and resume my former position with the New York Central line. I therefore confirm my telephone conversation with you to-day and formally tender the resignation of my position as Regional Director of the Eastern district, to take effect at any time between now and June 30 as will best suit your convenience."

"I want you to know that if I can at any time be of service to you in the future I shall be very glad to respond."

Mr. Hines sent the following reply: "I have your letter of the 27th instant tendering your resignation as Regional Director of the Eastern region. The resignation is accepted. I am sure that your letter and in conversation impelling me to accept the resignation, and I hereby do so, effective June 1, 1919."

"In doing this I wish to express my profound appreciation of myself and of my associates in the Railroad Administration for the patriotic, self-sacrificing and able service you have at all times rendered."

"It is gratifying to have your assurances of continued cooperation and I shall have occasion to call upon you accordingly from time to time."

Mr. Hardin, the new Regional Director, was vice-president of the New York Central prior to Federal control. He is a native of South Carolina and is a graduate of South Carolina University. He began his railroad career as a telegraph operator on the Southern Railway and has been with the New York Central twenty years.

## U. S. BOARD OF THREE PLANNED TO RULE ROADS

New Department Sought to Insure Fairness to Public and Rails.

I. C. C. POWER LIMITED

Money for Development and Credits Needed Would Be Passed Upon.

RATE FIXING IS URGED

Members of Proposed Body May Receive Salaries of \$50,000 Each.

Special Despatch to The Sun.

WASHINGTON, May 30.—To establish a Department of Transportation charged with handling the financial requirements of the railroads and the public's requirements for facilities and services in such manner as to insure both shall be met with fairness to the railroad investor and also to the shipper is the plan now in process of development and shortly to be considered by the Senate Committee on Interstate Commerce.

The plan varies at important points from that which was recently outlined in The Sun in an interview with Senator Cummins (Iowa), chairman of the committee. It is conceded even by its advocates that the Cummins plan has serious practical weaknesses, the first and most obvious of which is that it requires a guarantee to the railroads from the public treasury. The new proposal, which has important and influential support, is presented as insuring the full measure of governmental control without requiring an absolute extension of Government credit to the transportation system.

By Senator Cummins's proposal the railroads would be capitalized on the basis of their value as determined by agreement or by a process of valuation. He would then distribute them into a number of systems and would guarantee some specific rate of return on that part of the capitalization represented by the present bond issues; say for illustration 4 per cent.

On the proportion of the valuation represented by the stocks the same minimum return would be guaranteed by the Government, but a maximum would be fixed at 8 per cent. The balance of the roads might even if their management were so efficient as to make the larger earnings possible. This margin between a guaranteed 4 per cent. and a possible 8 per cent. on the stock, would be a prize hung up for the railroad managements to earn; the incentive to good enterprise and management and satisfactory service.

Plans in Cummins's Plan.

Objectors to this plan have urged that if the Government shall make a guarantee from its treasury certain disastrous results are certain to follow.

Not even the most rigid of Government control is it is contended could win the approval of Congress for a plan under which any Government board or commission could say in a year "we will issue \$1,000,000,000 of Government guaranteed securities to provide larger facilities" or next year "we will issue \$2,000,000,000 of such securities for these purposes."

The next plan that comes up for consideration is that of the National Association of Railway Security Owners, headed by former Gov. Warfield of Maryland. This proposes a guarantee of capital return not by the public treasury but from the rates. It would require that at all times the rates should be fixed by public authority and adjusted to the purpose of producing excesses, maintenance and a minimum return on the investment.

To this programme certain objections are presented also which may be summarized thus:

The minimum return would be fixed by legislation and would be certain to be placed just as low as possible for political reasons.

In adjusting rates to earn the guaranteed return this plan should the Interstate Commerce Committee fix them too high and the roads began to build up surpluses, the railroad men declare there would be immediate public protest.

If the figure representing minimum return to be allowed railroads from their earnings be written into a law passed at this time, would it be safe to rate under present abnormal conditions and trust to revising it downward when conditions changed? is asked.

Objectors say the successful plan must be a flexible and adaptable one. It must

Continued on Fourth Page.

Smokes Serve Well in the Land of Pretzels

GUERT MARKLE of Ambulance Company 353 affirms the above in a card of thanks addressed to donor the United Four which is printed on page 9.

Only a few thousand dollars are needed to carry THE SUN Tobacco Fund over its next "top."

At contributors show a perennial interest this will soon be crossed.

WARNING! THE SUN TO BACCO FUND has no connection with any other fund, organization or publication. It employs no agents or solicitors.

## MEMORIAL DAY RUSH FROM CITY BEATS RECORDS

All Railroads and River and Sound Craft Are Taxed to Utmost.

TURN CROWDS AWAY

West Shore Official Says Exodus Was 200 Per Cent. Greater.

RELIEF TRAINS MADE UP

Thousands of Pleasure Seekers Shunted From Original Destinations.

Special Despatch to The Sun.

The exodus of holiday crowds from the city which began Thursday afternoon continued with unprecedented heaviness until well past noon yesterday. Traffic on the railroads, the river and Sound craft taxed all their facilities to the utmost capacity.

While the local traffic of "day trippers" on the railroads was extremely heavy, the number of people who travelled to resorts for a more prolonged stay greatly swelled the volume of the ordinary passenger traffic, necessitating the running of many additional cars and sleepers on most of the roads.

The Hudson River boats, though prepared to take care of record sized crowds, were quickly filled by the early morning rush of excursionists and other passengers. All those arriving late at the downtown piers together with others waiting to board the steamers at the uptown docks had to be turned away disappointed.

The Hudson River Day Line sent three of its boats, the Hendrick Hudson, the Washington Irving, and the Albany, up the river in the morning carrying in all some fifteen thousand passengers. Several thousand others who were unable to board the steamers at Pier-second street, 125th street, or Yonkers, yet determined to reach their destinations by some other means, were finally taken by the New York Central, which sent out two relief trains from Grand Central, and by the West Shore, to whose terminal at Weehawken just across from Pier-second street about 300 stranded Day Line passengers flocked.

The station master at the West Shore's Weehawken terminal, who said he had been employed there for more than fifteen years, declared that the outgoing traffic from Weehawken yesterday was 200 per cent. over and above any previous Decoration Day of which he has a record.

Though the Iron Steamboat Company had six boats in service for the day, one more than has been usual on a holiday, the crowd at the Battery was twice disappointed when boats already filled to capacity from uptown landings churned past without stopping. The secretary of this company stated last night that he couldn't recall another holiday crowd to approach yesterday's in size.

In anticipation of a record rush last summer the Iron Steamboat Company will have the seven boats in operation by June 29.

Extra cars and sections had to be put on yesterday and the day before by every road running from the city. The New Haven line with its Memorial Day traffic was declared by its station master to have been the heaviest in several years had to send out 115 extra cars during the two days and forty additional sleepers Thursday night. Much of this extra traffic was on through trains to points as far as Boston and beyond.

Preparations for the handling of the rush were being made by all of the roads with the idea that most of it will swing back this way beginning Saturday afternoon. Local traffic managers are anticipating a breaking passenger traffic all summer.

The biggest crowd to visit Staten Island in any holiday season was expected to be the Memorial Day rush to their utmost all day yesterday. The trolleys and the steam trains running to Midland and South beaches, which have been crowded since the Memorial Day rush, were held up for hours.

EX-KAISERIN VISITS  
FREDERICK WILLIAM

Sees Her Eldest Son for First Time in Two Years.

By the Associated Press.

AMSTERDAM, May 30.—(Cabled).—The former German Empress returned to Amerongen castle last evening after having met her eldest son, Frederick William, for the first time in two years. The mother and son went to the meeting place by automobile from Amerongen and Wieringen, respectively.

On the outskirts of Amerongen the automobiles were met by Gen. Wrangel, of the Dutch army. The former Empress and her son had luncheon with Gen. Wrangel, Secretary-General of the Dutch Cabinet, Burgomaster Peckboom of Wieringen and several others. After the luncheon the former Empress was alone with Frederick William for several hours.

The day was a national holiday in Holland, it being the religious festival of Ascension Day. The former German Emperor abstained from his usual occupation of saving logs and attended services in the chapel at the castle at which the Rev. Brother Weiss, a Moravian clergyman of Zeist, preached.

## WILSON WARNS OPPONENTS OF LEAGUE; SAYS ANOTHER WAR MIGHT DESTROY THEM

### REVISED TREATY APPEARS LIKELY

Clemenceau Alone Holds Out Against Yielding to the Germans.

MEANS A LONG DELAY

President Wilson Expected to Be in Paris Until After Middle of June.

By LAURENCE HILLS.

Staff Correspondent of The Sun.

PARIS, May 30.—The Peace treaty will be changed and changed materially. These are the indications to-night, with the German counter proposals coming in instalments. The official summary from Berlin is being studied closely in all allied quarters.

It is now apparent that German diplomacy is playing on the reaction that has become apparent in labor and Socialist circles, and while they have made no headway in this direction they are keeping up their efforts.

President Wilson undoubtedly favors revision of some of the clauses, and Premier Lloyd George also has weakened under the assaults of the Laborites and Liberals, while the Italians always have regarded the treaty as too stiff. Premier Clemenceau is trying to stand pat, but he has the French Socialists clamoring for revision.

It is now regarded as certain that consideration of the German proposals will require much time and that difference of opinion will develop. This will make it impossible for the President to leave for home before the fifteenth or twentieth of June at the earliest. The delay, as many see it, will be due to the fact that the Big Four, in writing the treaty, defied both economic and political principles.

The German demand for immediate admission to the League of Nations finds favorable response in British and American circles, but the French are adamant against it. It is admitted in diplomatic circles that many of the economic and political clauses were changed even before the German proposals were presented.

The conference is entering a period of great excitement and it is impossible to predict what will happen next week.

### NEEDS GERMAN TO SAVE AUSTRIA

Doomed Without Union, Says President Setz.

By J. M. JEFFRIES.

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VIENNA, May 30.—"Austria is doomed to economic death if she does not join Germany," said Herr Setz, President of the Austrian Republic, in an interview. "Overloaded as Austria is with this Vienna of 2,000,000 inhabitants we have not much industry; we have nothing but our mountains, beautiful but unproductive. Alone we cannot exist."

"The proposed Danube economic federation in my opinion is impossible because neither the Czechs nor Slovaks are willing for such a union. It would, too, be nothing but restoration of the old Austrian Empire. I am certain the Czechs-Slovaks and South Slavs would refuse such an offer because it would be securing of the German element too."

"There would be so many arrangements to make that it would be impossible to make them without having a virtual assembly in common for all the contracting nations and representatives. Such a parliament practically would be certain to come under the influence of Austria as the dominating connecting link with the German tongue."

BRITONS ASK FOR LENIENCY.

Publicists Appeal to Lloyd George and President Wilson.

LONDON, May 30.—A letter signed by Earl Loxburn, Baron Buckmaster, Baron Parmoor and a number of other publicists has been sent to Premier Lloyd George and President Wilson urging that German appeals for modification of the peace terms should be considered impartially and sympathetically with a desire to meet them wherever possible.

"We believe," the letter says, "that a peace willingly signed by the German Government as representative of the German people is one of infinitely greater value than one forced on them by threats of famine, and a far better foundation for the new world order to which we look forward."

Wilson Receives Armenians.

PARIS, Thursday, May 29.—Delegations from Circassians and Azerbaijan, Eastern Armenians, were received by President Wilson to-day. The claims of these countries were laid before Mr. Wilson during the interview.

### Must Sign in Berlin If Not at Versailles

LONDON, May 30.—Premier Lloyd George in his speech to the Welsh division at Amiens last Sunday declared, according to the South Wales Daily News: "We say to the Germans: 'Gentlemen, you must sign. If you don't do so at Versailles you shall do so at Berlin. We are not going to give way.'"

### CENSOR SHEARS AUSTRIAN PACT

Many Vital Paragraphs Omitted From Draft Submitted to Minor Nations.

ENTIRE CLAUSES BLANK

All the Sections Referring to Italy Eliminated—Czechoslovakia Defined.

By the Associated Press.

PARIS, May 30.—A summary of the Austrian treaty submitted to the smaller nations Thursday for examination is remarkable chiefly for its omissions and reservations. Subject heading after subject heading is followed either by a non-committal display of blank paper, resembling a censored French newspaper "discussion" of the controversial part of the day's diplomatic developments, or by the statement "This clause reserved."

This applies particularly to definition of the southern frontier, the reparations clauses and the question of Italian rights under the political clauses. The greater part of the summary, in fact, is devoted to those clauses which practically are identical with the German treaty.

The new clauses are chiefly those dealing with frontiers, finance and the internal affairs of the new states and of Austria itself. Under the latter heading come the disputed provisions for the protection of racial minorities in the new states, against which it is understood the representatives of the new states may address a protest to the Council of Four and also ask for revision of the financial clauses, particularly that part requiring the new states to compensate Austria for public property.

Austria also is bound by the treaty to respect the rights and privileges of racial minorities in what is left to her of her ancient domains, including the right to use their own languages. Austria is authorized expressly to make the teaching of German obligatory.

The treaty will consist of a preamble and fourteen parts, the preamble and section I embodying the covenant of the League of Nations, as in the treaty with Germany.

Part II, dealing with frontiers, that with Czechoslovakia follows practically the old Bohemian frontier, although with the reservation of a possibility of making minor changes later. Austria retains on the west her old frontier with Switzerland, the question of the union of Vorarlberg with Switzerland apparently having been dropped, despite the promises already made in the peace conference. The southern frontier is not determined in the treaty.

Part III contains political clauses, including a new clause on the subject of the future of the Danube, which is a graphic provision, and clauses establishing mixed commissions to determine the future of the Danube.

The sections referring to Italy are all omitted, save the preamble and the future relations of Austria with Czechoslovakia, Yugoslavia, Poland, Hungary and Rumania. Here are found the stipulations for the protection of racial minorities in the new states, which in Austria are concerned, are to be embodied in a "bill of rights" as part of the Austrian constitution.

Part IV, dealing with finance, may be changed as a result of the representations of the new states. The economic clauses and aerial navigation regulations are identical with those in the German treaty.

Part V, on ports, waterways and railways, provides for commercial outlets southward by water and rail. These details already have been covered in the report of the interallied ports, waterways and railways commission. Part VI, containing the international labor convention, and Part VII, various miscellaneous provisions of minor importance.

### HAWKER DENIES HE CRITICISED YANKEES

Wish Americans Best of Luck, He Says.

LONDON, May 30.—Harry G. Hawker in an interview in the Evening Hawk regarding American press comments on the speech he made at a luncheon to newspaper men, Wednesday, said:

"I am not criticizing their point of view. It is impossible to compare the two fights. We did not wish to have battleships supplied by the Government along the route."

"My remarks were intended for those who were criticizing the Government for not supplying them. I wish the Americans the very best of luck. Their flights have been beautifully organized jobs from beginning to end."

"I am very sorry, indeed, that the American press has misunderstood me. Nothing was further from my mind than to criticize the Americans."

Makes Significant Points Amid Americans' Graves on French Soil.

THOUSANDS HEAR HIM

Refers to Old Order of Things After a Conference With Orlando.

PRESIDENT LOOKS WORN

French Army Leaders Follow With Keen Interest Important Clauses.

By a Staff Correspondent of The Sun.

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PARIS, May 30.—Standing on a hillside at Suresnes, overlooking Paris, where sleep thousands of American dead, President Wilson delivered one of his best speeches to-day, and one that was not without political significance.

The occasion was inspiring. Thousands of Americans journeyed to the cemetery at old Fort Valerien to decorate the graves of the soldiers there. Above the cemetery the wooded heights swarmed with doughboys and sailors.

The President spoke from a little platform amid the graves, a small but notable gathering being on the platform with him, including Andre Tardieu and Lord Derby, representing France and Great Britain respectively. Marshal Foch arrived while the President was speaking.

The President looked exceedingly grave and careworn as he came up the little path between rows of graves, lined on one side by Americans and on the other by Poles. The sight of the rows of graves filled with soldiers whom he, as Commander of the American armies, had sent abroad to die evidently moved him deeply, as his speech indicated.

The President, as expected, utilized the occasion to present his side of the League of Nations case, and coming as he did directly from a conference with Orlando his reference to the old order attempting to assert itself was considered significant. It was noted also that in predicting that the next war would be final if this one were not the President looked directly at Marshal Foch and the group of French military leaders, who evidently followed his remarks with the keenest interest.